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TYPES OF GERMAN AIRCRAFT.

(ISSUED BY THE GENERAL STAFF.)

This publication cancels the notes and descriptions relating to German Aircraft in S.S. 162, "Notes on the Identification of Aeroplanes" (August, 1917), and in S.S. 533, "Silhouettes of Aeroplanes" (January, 1917).

March, 1918.

PRINTED IN GREAT BRITAIN BY JAMES CLAY AND COMPANY, BUNGAY, SUFFOLK.

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DEFINITIONS.

- Monoplane.**—An aeroplane with one wing on each side of the body.
- Biplane.**—An aeroplane with two wings on each side of the body.
- Triplane.**—An aeroplane with three wings on each side of the body.
- Tractor Machines.**—Machines having the propeller in front of the wings.
- Pusher Machines.**—Machines having the propeller behind the wings.
- Nacelle.**—The term used in pusher machines for the body which carries the engine, controls, observer and pilot. In "pusher" machines the Nacelle projects well in front of the wings.
- Fuselage.**—The body of a tractor machine, which carries the pilot, observer and engine, and extends back as far as the tail. All fuselages now are covered with material of light wood.
- Under Carriage.**—The part of the structure connecting the wheels to the Nacelle or fuselage.
- Tail.**—The small horizontal plane at the end of the fuselage.
- Rudder.**—The small vertical plane or planes attached to the tail.
- Fin.**—A small vertical fixed plane on the top of the fuselage and tail. The rudder is usually attached to the rear end of the fin.
- Dihedral.**—An aeroplane is said to have Dihedral when the wings, as seen from the front, are set at an angle to each other on either side of the body.
- Stagger.**—An aeroplane is said to have Stagger when the lower wings are not set vertically below the upper wings.
- Leading Edge.**—The front edge of the wings of an aeroplane.
- Trailing Edge.**—The rear edge of the wings of an aeroplane.
- Ailerons.**—Flaps fitted to the trailing edge of the main plane in order to give lateral control. Ailerons are sometimes very conspicuous.
- Overhang or Extensions.**—An aeroplane is said to have Overhang when the upper wings are longer than the lower wings.
- Sweep Back.**—An aeroplane is said to be Sweep Back when the wings, as seen from above or below, are not set in a straight line. Sometimes the leading edge is Sweep Back when the trailing edge is straight.
- Crab Back.**—When the trailing edge is longer than the leading edge.
- Wedge Shape.**—When the leading edge is longer than the trailing edge.
- Struts.**—The wooden supports joining the upper wings to the lower wings.



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DESCRIPTION AND PHOTOGRAPHS
OF THE FOLLOWING MACHINES.

ALBATROS SCOUT Type (D.V.)
PFALZ SCOUT.
FOKKER TRIPLANE.
ALBATROS TWO-SEATER.
D.F.W. " "
L.V.G. " "
HUMPLER " "
GOTHA TWIN-ENGINE.
A.E.G. " "
FRIEDRICHSHAFEN TWIN-ENGINE.

NOTE - It will be observed that in some cases the British Marking
has been painted on the above machines: this was done for
testing purposes.

SINGLE-SEATER
MACHINES.

ALBATROS SCOUT (Type D.V.).

The ENGINE (ca 1901), p. MEISSNER with radiator in the right side of the centre section of the top plane.

One pair of "V" type INTERPLANE STRUTS on each wing.

The PLACES are slightly swept back—there is no extension on the top plane, but its cord is greater than the lower plane.

ALBATROS in top planes only.

WHEELS partially balanced. FINS above and below the fuselage.

Large Tail PLANE with elevators in one piece and partially balanced.

SPAN 36' 8"
OVERALL LENGTH 27' 11"



ALBATROS SCOUT (Type D.V.).

FOKKER TRIPLANE.

THE ENGINE is 130 h.p. rotary; it is a copy of the Le Rhône made by the Oberkirch Company. Captured English Le Rhône engines have also been found in these machines.

PLACES.—The bottom plane is shorter in span than the center plane, which is again shorter than the top one.

One single **INTERPLANE STRUT** between each plane on either side, slightly staggered.

NO FIN.

THE RUDDER is partially balanced.

THE PLANE is similar to a REPUBLIC, but **AILERONS** are balanced.

ARRANGEMENT.—Two Spandau guns firing through the propeller with a direct belt-drive interrupter gear.

SPAN (TOP PLANE) ... 37' 1"
OVERALL LENGTH ... 19' 0"



FOKKER TRIPLANE.

FOKKER TRIPLANE—continued.



FOKKER TRIPLANE.

PFALZ SCOUT.

The ENGINE is 100 h.p. MERCEDES with the radiator in the right hand side of the centre section of the top plane.

FUSELAGE is of 3-ply construction and tapers away very small towards the tail. One pair of INTERPLANE BRIBETS on each wing; these are almost "Y" type, but instead of going to a sharp point at the base, they are rounded off and appear "U" shaped.

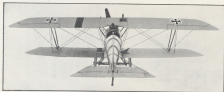
The PLACES are cut back, the top one having a big extension.

ALEROONS in the top plane only, and are balanced.

ITS is of 8-ply; RUDDER is balanced.

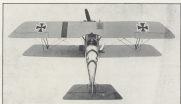
TAIL PLANE is small and rectangular in shape; the ELEVATORS are in one piece and are not balanced.

SPAN	...	...	...	37' 2".
OVERALL LENGTH	...	...	...	37' 2".



PFALZ SCOUT (G.110).

PFALZ SCOUT—continued.



PFALZ SCOUT (No. G.110).

PFALZ SCOUT—continued.



PFALZ SCOUT.

TWO SEATER
MACHINES.

ALBATROS TWO-SEATER.

The ENGINE is a 200 h.p. MERIDIAN with radiator in centre section of the top plane.

Two pairs of INTERPLANE STRUTS on each wing.

SPAN of upper and lower planes is the same.

AILERONS in top plane only.

Large TAIL PLANE with partially balanced elevators in one piece.

RUDERS partially balanced. FIN on top of fuselage.

ELEVATORS in one piece and partially balanced.

SPAN 41' 0".

OVERALL LENGTH ... 30' 8".



ALBATROS TWO-SEATER.

D.F.W. TWO-SEATER.

The ENGINE is 200 h.p. BESE with the radiator mounted in front of the center of the top plane on the leading edge.

Two pairs of INTERPLANE RIBBONS on each wing.

There is an extension to the TOP PLANE and the cord is the same on both planes. ALLEGEES in top plane only.

RIBBONS partially balanced. FIS on top of fuselage.

TAIL PLANE is "fish tail" shaped, with a pair of partially balanced ELEVATORS.

SPAN 42' 7".

OVERALL LENGTH ... 32' 0".



D.F.W. TWO-SEATER

RUMPLER TWO-SEATER

The ENGINE is generally a 250 hp. MERCEDES; cases have occurred when the 300 hp. HISEL has been fitted.

The HELICOPTER is semi-circular, mounted on the front "V" of the cabane with its top edge level with the leading edge of the top plane.

Two pairs of INTERPLANE STRUTS on each wing.

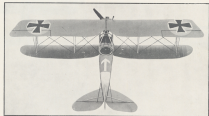
The TOP PLANE is slightly swept back and has small extensions.

AILERONS on top planes only.

RUDDER is unbalanced. Triangular FIV on top of fuselage.

TAIL PLANE is triangular with a pair of unbalanced ELEVATORS.

SPAN 46' 8".
OVERALL LENGTH ... 27' 6".



RUMPLER TWO-SEATER

RUMPLER TWO-SEATER—continued.



RUMPLER TWO-SEATER.

L.V.G. TWO-SEATER (Old Type).

The ENGINE is a 200 h.p. BENZ with a radiator mounted in the centre of the top plane on the leading edge.

There are two pairs of INTERPLANE STRUTS on each wing, and the span and cord of both upper and lower planes are the same.

AILERONS on top planes only.

HEIGHT is not balanced. Triangular FIN on top of fuselage.

TAIL PLANE is "fish tail" shaped with a pair of curved-wing BALESTERS.

SPAN 42' 0".
OVERALL LENGTH .. 90' 0".

The above machine is nearly obsolete, and a new L.V.G. two-seater is now in use which is an amalgam of the best points of other machines, the fuselage being taken from the AVIATOR TWO-SEATER, the planes from the AVIATOR, and the tail plane from the AVIATOR TWO-SEATER; the engine is a 200 h.p. BENZ.



L.V.G. TWO-SEATER (Old Type).

L.V.G. (New Type).

L.V.G. TWO-SEATER (New Type).

THE ENGINE is a 100 h.p. BRSE with a radiator fitted to the front "V" of the engine.

FUSELAGE is like an AVIATIK in shape.

MAIN PLANES resemble those of the AVIATIK and have a very small extension on the top planes.

AILERONS are in the top planes only.

INTERPLANE STRUTS: two pairs on each wing.

TAIL PLANE resembles the ALBATROSS two-seater.

ELEVATORS are in one piece and are balanced.

FIN is on the top of the fuselage and is of 2-ply.

RUDDER is shaped like an AVIATIK and is balanced.

SPAN	41' 7"
OVERALL LENGTH	38' 8"



L.V.G. TWO-SEATER (New Type).

A.G.O. (TWO-SEATER)

The ENGINE is a 300 H.P. BECK and the radiator is in the right hand side of the engine section of the top plane; the left hand side holds the greasy petrol tank.

On each Wing there is a pair of outer INTERPLANE STRUTS and also a single inner STRUT, the latter being mounted on the outer spars. The outer STRUTS are secured by a tube which runs from the top of the rear one to the base of the one in front.

The WINGS taper away to the tips.

ALLEGES on both upper and lower planes.

SPAN 25 feet; no struts on the top planes.

The RIGGING is balanced.

TAIL PLANE "rectangular" in shape with a pair of reinforced ELEVATORS.

SPAN	...	25' 0".
OVERALL LENGTH	...	37' 0".



A.G.O.



TWIN-ENGINE
MACHINES.

TWIN-ENGINE GOTHA.

MACHINES is a twin-engine pusher biplane carrying a crew of three, who are accommodated in the central nacelle.

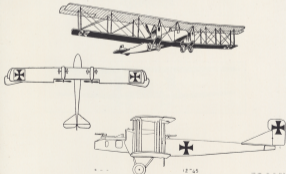
Three pairs of INTERPLANE STRUTS on each wing, slight extensions on the top plane.

AILERONS on both planes, those on the top plane being balanced.

The HORIZONTAL is balanced but not the ELEVATOR.

SPAN (top main plane)	72' 0".
CORD	2' 4".
GAP	6' 10".
OVERALL LENGTH	30' 0".

ENGINE, two 100 h.p. MERCEDES, situated on the lower plane either side of the fuselage.



GOTHA (G) Twin-engine Pusher Biplane.

TWIN-ENGINE A.E.G. (Allgemeine Elektrizitäts Gesellschaft.)

HAERENE is a twin-engine tractor biplane carrying a crew of four who are accommodated in the central nacelle.

Two pairs of INTERPLANE STRUTS on each wing, no outriggers on the top planes.

AILERONS, ELEVATORS and RUDER balanced.

SPAN (main planes)	... ..	87' 3"
CHORD "	... ..	7' 6"
GAP "	... ..	8' 1"
OVERALL LENGTH (approx.)	... ..	21' 11"

ENGINES, two 200 H.P. Mercedes, right-hand, situated on the lower plane 24 feet either side of the fuselage.



TWIN-ENGINE A.E.G.

TWIN ENGINE A.E.G.—continued.



A.E.G. TWIN-ENGINE.

TWIN-ENGINE FRIEDRICHSHAFEN.

MACHINE is a twin-engine PUSHED BIPLANE carrying a crew of four who are accommodated in the central nacelle.

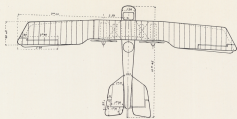
Two pairs of INTERPLANE STRUTS on each wing; slight extensions on the top planes.

AILERONS in top planes only are balanced.

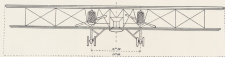
ELEVATORS and STRUTS balanced.

SPAN (top main planes) ...	82' 0".
CORD ...	6' 0".
GAP ...	6' 0".
OVERALL LENGTH ...	34' 0".

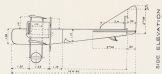
Engines, two 200 h. p. Mercedes situated on the lower planes on either side of the fuselage.



PLAN

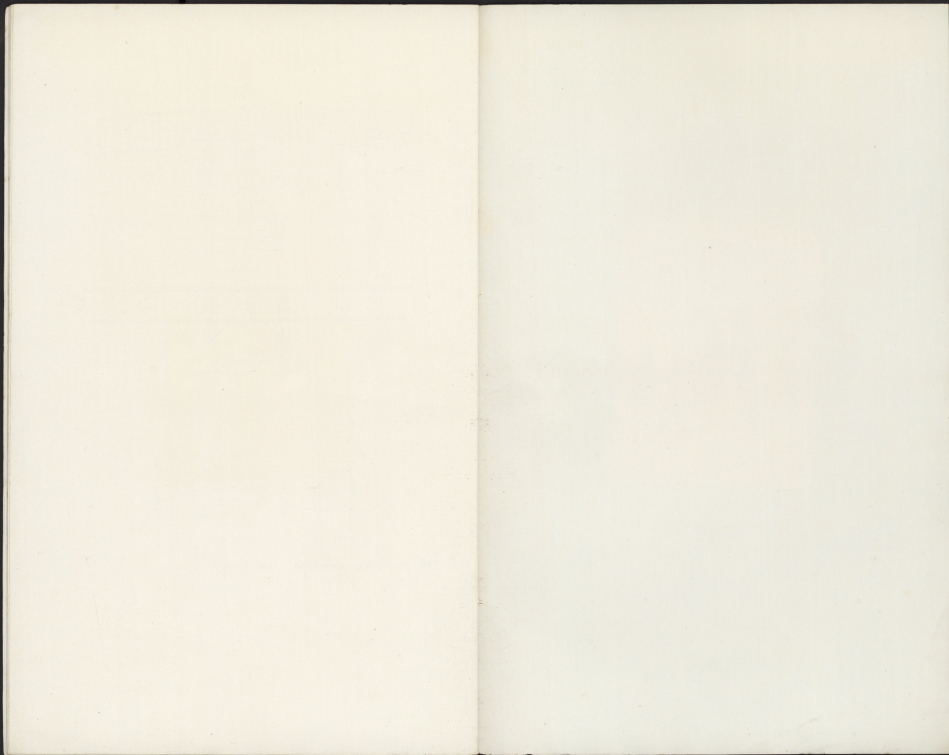


FRONT ELEVATION



SIDE ELEVATION

FRIEDRICHSHAFENER BIPLANE



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